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SOVIET RR INCREASE CAR LOADINGS, FREIGHT TURNOVER; SCORES LOSSES DUE TO PARTIAL LOADING

REVIEWS 1940 - 1950 SUCCESSES -- Moscow, Gudok, 16 May 51

Total car loadings in the USSR increased 13 percent from 1945 to 1946, 10 percent from 1946 to 1947. Average daily carloadings increased 19.3 percent from 1947 to 1948, while freight turnover increased 27 percent in this period, exceeding the 1940 figure. This includes the handling of such important freights as coal, coke, petroleum products, metal, timber, and cement. In 1949, the freight turnover was 17 percent greater than in 1948 and in 1950, the average daily carloadings were 13 percent greater than in 1949. The average daily carloadings in 1950 were 121 percent of the 1940 figure and the Five-Year Plan was completed 103 percent. Freight cars carried 14 percent more weight in 1950 than in 1940 while the average load per freight car increased 10 percent in this period. The average daily run of freight cars increased 4.6 percent. Freight car turnaround time was reduced but did not reach the planned level.

The railroads received many improved diesel locomotives during the Fourth Five-Year Plan. The 1,000-horsepower TE-1 locomotive was produced first, and in 1948 an experimental model of the improved 2,000-horsepower TE-2 diesel locomotive was built. This machine is capable of traveling long distances without requiring additional supplies of fuel and water. It is now in series production.

Railroad-car-building plants have been making all-metal, four-axle passenger cars since 1947. They are equipped with automatic couplers and new friction springs designed by the Soviet engineer Novikov.

Increased freight turnover, greater axle loads, and greater train speeds required stronger roadbeds and more durable rails. In 1949, industry started production of heat-treated R-50 rails which will become the standard rail on the main railroad lines in the near future.

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SCHEDULES HEAVIER FREIGHT LOADS FOR 1951 SUMMER TRAINS -- Moscow, Gudok, 25 May 51

The 1951 summer train schedule, which started at midnight 20 May, calls for an increase in freight traffic of 172,000 train-kilometers over 1950 or an increase of 622,000 train-kilometers over 1940. Passenger traffic, both long distance and suburban, will be increased 35,000 train-kilometers over 1950.

The average load of freight trains will be increased 40 tons over 1950 or 105 tons over 1940. The train speed excluding stops will exceed the prewar level on 25 railroad systems and the train speed including stops will increase 2.1 percent on the entire railroad network. The average daily runs for locomotives will be increased.

PARTIALLY LOADED TRAINS REDUCE PROFIT -- Moscow, Gudok, 23 May 51

In 1950, above-norm-weight trains carried several hundred million additional tons of freight. As a result, many important lines substantially increased their carrying capacity, reduced car layover time at marshalling yards and line stations, and speeded up freight deliveries. Operational costs were reduced 300 million rubles as a result of increasing the average train loads above plan in 1950.

However, the Karaganda Railroad System which hauled an additional 2 million tons of freight above plan by above-norm-weight trains in 1950, lost half its profit due to losses incurred when trains were dispatched either not fully loaded or without their full complement of cars. For the same reason, achievements of the railroad systems of the Donets Okrug were practically nullified. The Tashkent, Turkestan-Siberia, Orenburg, Ordzhonikidze, Stalingrad, Pechora, and Northern systems dispatched more than 62,500 partially loaded trains in 1950. This meant that 11 million tons less freight was carried than if the load norms had been fulfilled. These systems alone increased operational costs of railroad transport more than 7 million rubles and consumed several thousand tons of coal above norm.

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